MARYLAND TAMS JOURNAL

OFFICIAL PUBLICATION OF THE MARYLAND TOKEN AND MEDAL SOCIETY, INC.

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MD TAMS JOURNAL is published four times a year by the Maryland Token and Medal Society, Inc., P. O. Box 644, Gambrills, MD 21054-0644. Meetings are held at various coin shows and conventions throughout the year, See information on future meetings elsewhere in this issue.

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Next Meeting – SWAP MEET- 24 January 2009
11:30 am – 3 pm
Grace United Methodist Church

ALSO:
14 February 2009 – TOUR & Meeting
11 am - Baltimore Museum of Industry

MANUSCRIPTS

Manuscripts should be addressed to the Editor. Opinions expressed by the authors are their own and do not necessarily reflect those of MD TAMS, its Editor or its Officers. MD TAMS JOURNAL reserves the right to edit or reject any copy.

SOCIETY BUSINESS

Correspondence pertaining to the business affairs of MD TAMS, including membership, change of address, etc., should be addressed to Secretary, P. O. Box 644, Gambrills, MD 21054-0644.

The Maryland Token and Medal Society to help stimulate and maintain interest in the collecting of medals, tokens and other related Exonumia from the State of Maryland and other areas produce THE MARYLAND TAMS JOURNAL. It is strictly a non-profit organization. The Journal is published quarterly: *Spring; Summer; Fall and Winter.*

ADVERTISING INFORMATION and RESTRICTIONS:

MD TAMS does not guarantee advertising, but accepts copy in good faith. All advertising should be addressed to the Editor. Advertising copy shall be restricted to tokens, medals and other Exonumia as well as allied numismatic material, publications and accessories related thereto. All advertisers must supply their own cuts and/or artwork.

RATES:

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1/8 Page	$ 4.00	$ 14.00

CLASSIFIED ADS:

Members may place a free 25-word ad. Ads in excess of 25 words, a rate of 10c per word will apply.

DEADLINES:

ISSUE	*DEADLINE*	*ISSUE DATE*
Spring	February 15th	March 21st
Summer	May 15th	June 21st
Fall	August 15th	September 21st
Winter	November 15th	December 21st

ISSUE NUMBER 117...

Another great response from MD TAMS... THANKS...Your labors make my job a pleasure... But I'll need a few more of your thoughts for the Spring issue, so put on your thinking caps and pen away!

HAPPY HOLIDAYS to all MD TAMSERS

CALENDAR OF EVENTS

NEXT MEETING:

SATURDAY 24 January at 11:30 am – 3 pm

"SWAP MEET"

Grace United Methodist Church

ALSO:

4 February 2009 – Baltimore Museum of Industry
11 am -TOUR – Business Meeting & Auction
28 March 2009 Meeting – 11 am
Whitman Coin Show –
Baltimore Convention Center
13 June Annual Meeting 11 am- Balt. Conv. Center

HAPPY

HOLIDAYS

Join us for the SWAP MEET
January 24, 2009 at the
Grace United Methodist Church
11:30 am until 3 pm....

THANK YOU ALL for helping to Make Maryland TAMS a great Organization....

HAPPY NEW YEAR to ALL...

From your President, Editor and the Board of Directors...

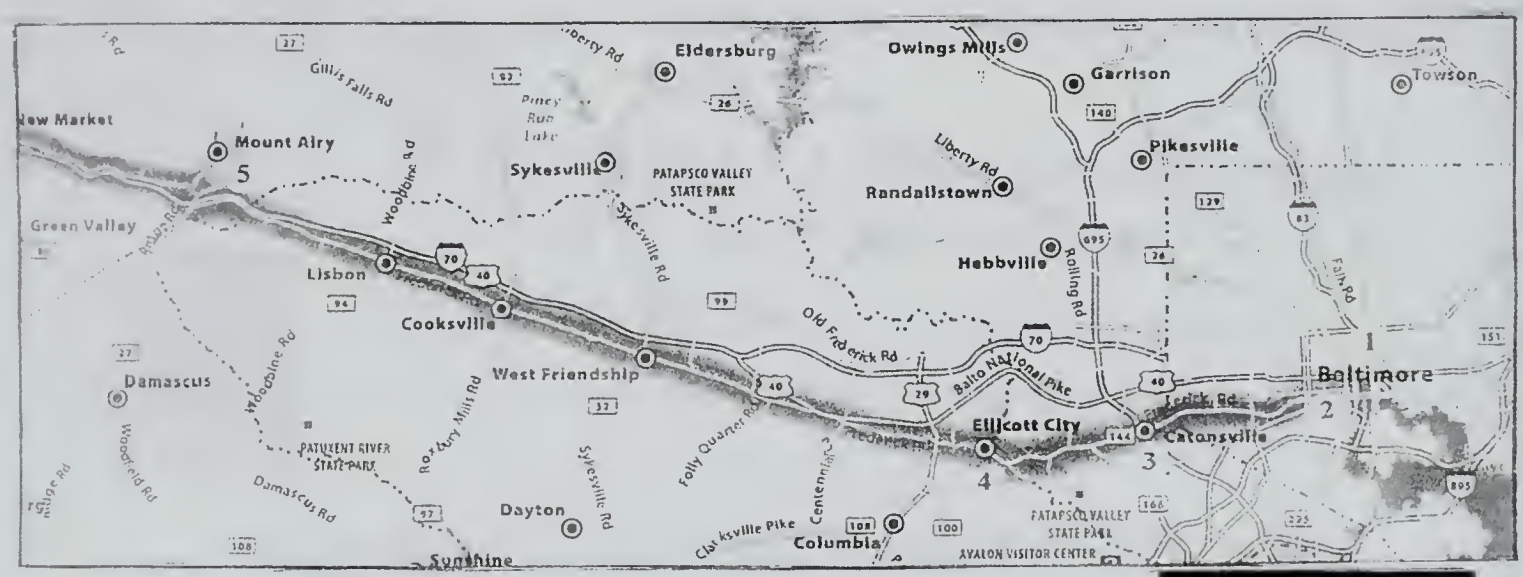
A Road Well Traveled
THE HISTORIC NATIONAL ROAD

Millard W. Hajek

Break away for a date of adventure and travel the Historic National Road in Maryland. Your tour is highlighted by medals issued from some of the towns and places you visit.

Two centuries ago, the easiest way for thousands of settlers to cross the Appalachian Mountains and go west was on the dirt, macadam and cobblestone-covered National Road.

The "Road that Built a Nation" is a great destination as you travel westward from Baltimore, especially when combined with stops at towns, tourist sights, and the C&O Canal along the way. Authorized in 1806 to become America's first interstate highway, the **Historic National Road** took four decades to complete from Baltimore to Vandalia, Illinois. At about the same time, the Chesapeake & Ohio Canal was being built nearby. Alas, railroading eventually won the race for extending commerce trade west. But both the 170-mile Maryland portion of the National Road and the 184.5-mile-long C&O Canal route have become hubs of historic and recreational activity.



(1).

(1). Begin your journey at the waters edge in **Baltimore's Inner Harbor**. But before you start, take time to visit the pavilions and entertainment area in the Inner Harbor.

2). Follow Lombard Street west (Route 144) and stop at the **Baltimore & Ohio Railroad Museum,** located at the site of the oldest railroad station in the country. View vintage locomotives from years past including Peter Cooper's **Tom Thumb,** the first steam locomotive.

(2). & (3).

(3). Just 7 miles west of the city along MD 144 (Frederick Road) is the National Historic District of **Catonsville**, which was developed in 1810 and became a hot spot for summer homes when linked to downtown Baltimore by electric trolley lines. Named after Richard Caton, who married the eldest daughter of Charles Carroll of Carrollton, last survivor of the signers of the Declaration of Independence.

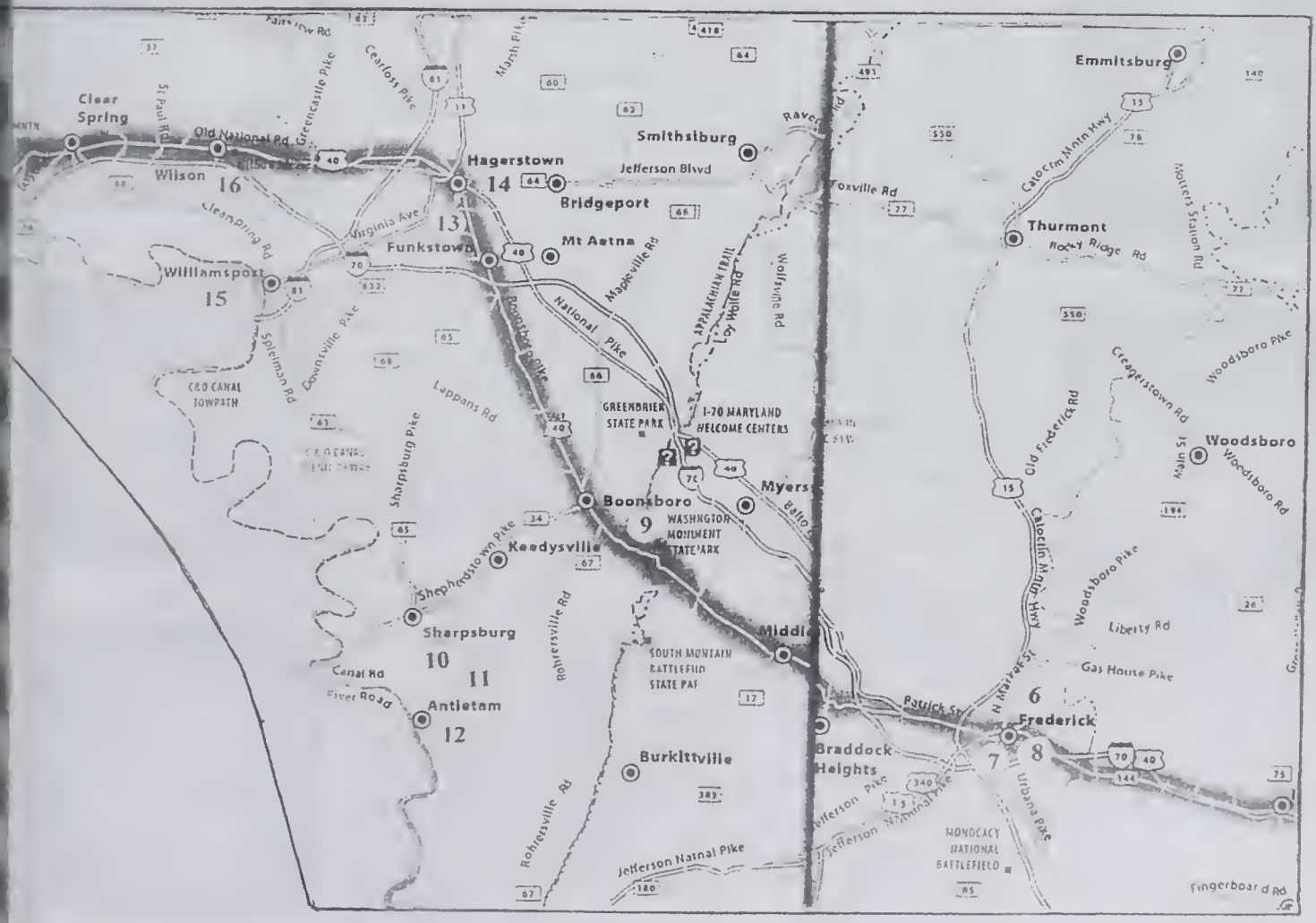
(4). Beyond the Patapsco River, antiques shops, unique restaurants and historic buildings await you in **Ellicott City**. This former mill features the first railroad station in the nation, as well as Thomas Isaac's Log Cabin, which served as a National Road way station.

In 1777, The Elliott brothers – John, Andrew and Joseph – purchased land on the banks of the Patapsco River, a combination uniquely suited to growing wheat for flour, and for providing water power for a mill. With the establishment of their enterprise, the town of Ellicott's Mill began. In 1867, Ellicott's Mill was renamed **Ellicott City**. Ellicott City is a walking town, best seen on foot. Shops line both sides of Main Street offering tourists a great outlet for unusual gifts. Take your time savoring its history, and allow its charm to captivate you.

(4).

(5). As you continue to motor west on MD144 (Frederick Road) you pass through the towns of West Friendship, Cooksville, Lisbon and **Mount Airy**. Once a railroad and turnpike town, the Mount Airy of today and New Market its neighbor feature an array of vineyards that are open for tours and picnics. Onee a stop-over for travelers seeking food, supplies and lodging, New Market is now an antiques Mecca with many Federal-period homes.

(5).



(6).

(6). As we continue to travel MD 144, we reach our next destination, **Frederick**. When it became connected to Baltimore via the National Pike (U.S. Alternate 40), Frederick flourished as a commercial center that transported agricultural products toward Baltimore's port. It features a nationally acclaimed historic district. Drift back in time with notable citizens like (7) **Francis Scott Key**, and **(8) Barbara Fritchie**. Then enjoy the galleries and boutiques in this town. Established in 1745, Frederick, Maryland, has played a major role in virtually every chapter of American history. Saved from the torch during the Civil War and from floods in the 1970's, downtown Frederick is now enjoying its greatest wave of popularity. As the second largest city in Maryland, Frederick offers many attractions to its visitors. As we leave Frederick the Historic National Road overlaps U.S. Alternate Route 40. Veer south to Brunswick to visit a railroad museum and canal visitors center where you get information about biker-hiker campsites along the canal.

(7).

(9).

(9). Continuing our journey on U.S. Alternate 40, we pass through the towns of Braddock Heights, Middletown, and Boonsboro where we sidetrack into Washington State Park, site of the **first monument erected to honor George Washington.** The park also happens to be located along the Appalachian National Scenic Trail in the Cumberland Valley.

(8).

(11)

(10). We next veer southwest to visit the town of **Sharpsburg.** The name of the town is known nation wide on account of the Civil War **(11) Battle of Antietam**, bloodiest battle of the Civil War. (12). The **Burnside Bridge** was one of the significant battlefields during the Civil War conflict.

(10).

(13)

(13). We return to Alternate Route 40 and visit **Funkstown,** our next stop. Here we can view one of the more than a score of **stone arch bridges** built Washington County, MD. The farmland of Funkstown is dotted with Pennsylvania-Dutch barns and smaller English-style structures.

(12)

(14). Beyond the farmer's fields lies the town of **Hagerstown** nicknamed the "Hub City" for its road, rail and water transportation links. In Hagerstown, U.S. Alternate 40 becomes Frederick Street and reveals a vivid glimpse of America's transportation past. Captain Jonathan Hager who came from Germany about 1730 and laid out the town in 1762, first named it Elizabeth Town, after his wife; it later became Elizabeth Hagers Town and finally Hagerstown. Their house, **Hager's Fancy**, which was constructed in 1739

(14)

(15).

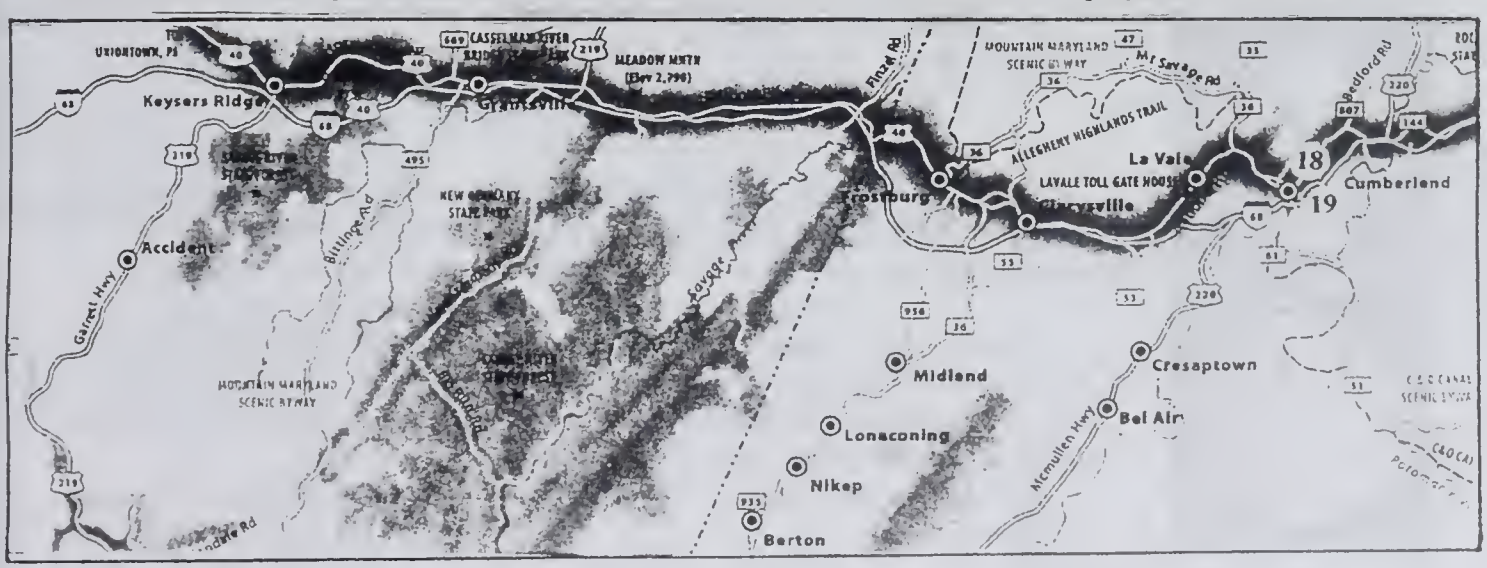
still stands, opposite City park and is illustrated on the medal displayed.

(15). We veer our course southwest to visit the town of **Williamsport** which became the terminus of the Western Maryland Railroad and a port for boats coming up the C&O Canal, which spans the Conococheague River by an aqueduct or **arched bridge**.

(16).

(16). Continue west on U.S. Route 40 through a region of large, mid-19th-century farms and homesteads, and look for the small waterfront park on the Conococheague River that offers a fine view of the **Conococheague Bridge** in the town of **Wilson**. Dating from 1819 and poised upon five stone arches, it's the oldest and longest bridge of its kind in Washington County. Pass though the towns of Wilson, to Clearspring, Indian Springs to Hancock, our next stop which takes us back to MD 144..

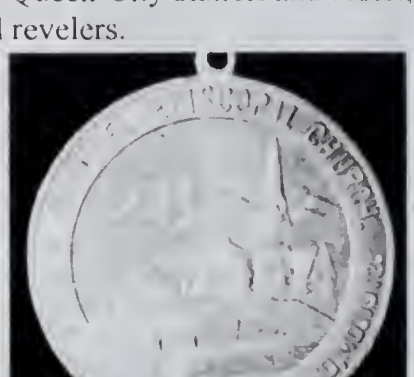
(17). The Hancock based C&O Canal Museum and Visitors Center can point you toward country roads that lead to wayside markers, locks and other canal sites. Hancock is at a point where the Potomac River makes its most northerly bend, trimming the width of the state to just two miles. It is thought to have been named for Joseph Hancock, who settled here in 1749. The old route from Baltimore to Cumberland, now designated MD route 144, is the Main Street. No medal is displayed for Hancock.



(18).

(18). Our next stop, **Cumberland**, is home to a canal visitor center. The impressive Paw Paw Tunnel, located nearby, took 14 years to cut through 3,118 feet of rock. Road, railway and canal come together in Cumberland. It's also a crossroad for three state byways, as the Historic National Road mingles once again with the C & O Canal, which ends in Cumberland, and flirts briefly with the mountains of Maryland. The railroad originally dubbed Cumberland The Queen City, and in 1872 built the large and elaborate Queen City station and Hotel, popular with both railway passengers and revelers.

(19). Fort Cumberland occupied a small hill at the intersection of Baltimore Street and Washington Street where **Emmanuel Episcopal Church,** completed in 1651, now stands. The remains of Fort Cumberland's old tunnels are under the church and can be seen by permission.



(19).

Leaving Cumberland, we once again travel U.S. Alternate 40 to La Vale, where the only toll gate that still remains on Maryland's portion of the National Road. A plaque lists the original fees required for wagons, animals and pedestrians to pass.

Traveling U.S. Alternate 40, we pass through Frostburg, a university town, which grew up around a National Road tavern at the current site of St. Michaels parish. Tour a train depot, a local history museum, and a renovated, 19th century warehouse occupied by the Thrasher Carriage Museum. Conestoga wagons once crossed the Casselman River Bridge, a single-span, stone-arch structure built for the National Road near Grantsville in 1813. U.S. Alternate 40 then winds through the northern section of Savage River State Forest and over Keyser's Ridge to the Mason and Dixon Line, thus bringing our trip on the **National Historic Road in Maryland** to a close. I hope you enjoyed the tour as much as I did assembling the various medals of towns and site-seeing places to visit.

References: Maryland A to Z, A Topographical Dictionary by Marion J. Kaminkow
Maryland Byways- Distributed in partnership with the Federal Highway Administration, the Maryland State Highway Administration and the Maryland Office of Tourism.
Destination Maryland Magazine- The Official Guide to Maryland State Travel

HELP! HELP! HELP! HELP! HELP!

Millard W. Hajek

I'm trying to identify this maverick token to see if it is a Maryland unlisted token. The **obverse** reads **GOOD FOR / 10 / AT / WOODLAWN PARK**
The **reverse** has the value **10** with an ornate design above and below the value.
The medal is made of Brass an is 25mm in diameter.

The die work appears to be the same a typical Maryland token engraved by J.F. W. Dorman, a prominent die sinker from Maryland.

I've ruled out the community of Woodlawn and have narrowed by research to Woodlawn Park in Sandy Springs Maryland.

Information you can provide on it's issuer, location, or intended use would be appreciated.

An Ironclad Token of the Oyster Industry Wars

THE GOVERNOR R.M. MCLANE

The Gov. R. M. McLane was a single deck, two-masted, round stern, iron hulled steamboat built for the Maryland State Police in 1884 by Neafie and Levy of Philadelphia, Pa. She was named after Robert Milligan McLane, Governor of the State of Maryland from January 1884 to March 1885. She had many notable Captains including James Waddell from 1872 to 1886, who also captained the Confederate Cruiser Shenandoah, and Amos Creighton, who was the skipper during WWI serving from 1912 to 1952. The Gov. R. M. McLane is best known as the flagship of the Maryland Oyster Police Navy (also known as the State Fishery Force) from 1884 to 1931.

In the years immediately following the Civil War, the waters of the Chesapeake Bay became a battleground for Marylanders and Virginians who fought over the bountiful oyster beds of the Bay. In 1833, laws were passed that outlined the water boundaries between Maryland and Virginia and designated parts of the Bay for hand-tongers, whose method of harvesting was less harmful to the water beds than dredgers. The Oyster Navy was formed in 1867, under the leadership of former Confederate Naval Officer Hunter Davidson, in order to enforce these laws. An iron-hulled sidewheel steamer known as the Leila was the flagship from 1869 to 1884, until she was replaced by the McLane.

The Gov. R. M. McLane proved to be an effective vessel during the Oyster Wars. She was iron hulled, armed with swivel guns and a 12 pound howitzer and steam propelled. The McLane engaged in armed exchanges on many occasions with renegade oystermen who were determined to dredge as many oyster beds as they could regardless of the law. Historians have likened the Chesapeake Bay during the latter part of the 19th Century to the "Wild West".

The McLane's chief nemesis during the Oyster Wars was a man named Gustavus Rice. Rice, as Captain of the Corsica, was a notorious "oyster pirate" whose lawlessness included firing on a passenger steamer and kidnapping German immigrants as crew. Rice attempted to ambush the McLane in 1888 on the Chester River, but the McLane was able to turn the tables on Rice, ramming the Corsica with its iron bow and sinking her. The McLane proceeded to rescue 24 German immigrants who were locked below, while Rice abandoned his ship and escaped.

After the Oyster Wars subsided, in addition to continuing her service in the State Fishery Forcem, the Governor R. M. McLane served as a commissioned vessel in the Maryland Navy during both World Wars. She was used as the Governor's personal passenger boat and eventually as a patrol tug until she was abandoned sometime in the late 1950's in the waters of South Baltimore's Inner Harbor , right outside of the present day location of the Baltimore Museum of Industry.

Article contributed by Shawn Gladden
Curator of Collections and Exhibits
Baltimore Museum of Industry

The Gov. R. M. McLane proved to be an effective vessel during the Oyster Wars. She was iron hulled, armed with swivel guns and a 12 pound howitzer and steam propelled.

The Governor McLane Can be seen at the Baltimore Museum of Industry...

This article is from the November 2008 issue Of SoBo (Vol.1,Issue 8)

Article reprinted with permission of the author.

THE STRAUS FAMILY

BY JANE SEARS

The Straus family engaged in the clothing and furniture business about 1850 thru the 1900's in Baltimore. Going thru our collection, I found 2 advertising mirrors that pertain to this family. The mirrors will appear later in this article.

The members of the family were:

Father:	Martin L. Straus	born 30 June 1820 Platy, Bavaria (from his passport)
Sons:	Meyer L. Straus	born 1859 Maryland (from census)
	Max Straus	born 1862 Maryland (from census)
	Lewis Straus	born 1863 Maryland (from census)
	Aaron Straus	born 2 December 1864 Baltimore, Maryland (from his passport)

Listed below is a timeline showing how the business of the Straus family progressed thru the years.
Resources:
(N) The Sun Newspaper of Baltimore, Maryland
(D) Baltimore Directory
(C) Federal Census

15 Feb, 1851 (N) Martin L. Strauss & Mose Waldaner
Partnership dissolved- clothing

1853-54 (D) Martin L. Straus tailor 314' 16 w Pratt

1855-56 (D) Martin L. Straus tailor 313 and 314 w Pratt

28 Sept 1855 (N) Martin L. Straus clothing
358 w Pratt St. 1 door east of Paca St.

1856-57 (D) Martin L. Straus clothing
358 w. Pratt dw. 313

22 Aug 1861 (N) Martin L. Straus clothing

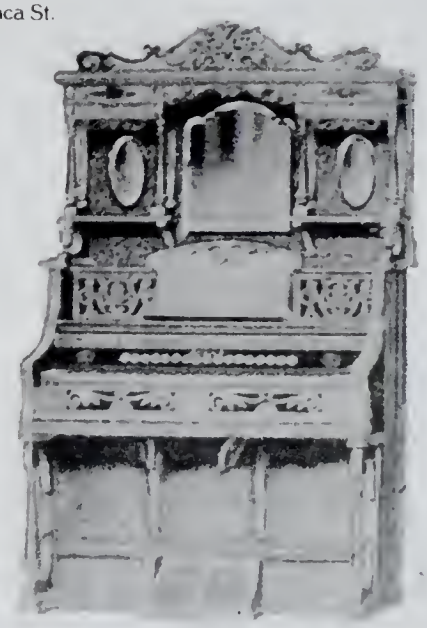
28 June 1862 (N) M L. Straus & Co. clothing
256 Baltimore St. near Hanover

1864 (D) Martin L. Straus (M.S. & Co.) 303 w. Pratt
M. Straus & Co. clothing 172 w Baltimore

3 & 4 Feb 1870 (N) Straus, Wolfsheimer & Bro.
clothing 302 Baltimore St.
dissolved partnership
Martin L. Straus wholesale Men's and Boys' wear
236 w Baltimore St. 2nd floor

1870 (C) Martin L. Straus (age 49) wholesale clothier

23 April 1877 (N) M. L. Straus manufacturer & dealer in all styles of furniture
Howard and Fayette Sts.



30 Sept 1878 (N) M. L. Straus manufacturers of Furniture
corner Howard and Fayette Sts.

1880 (C)	Martin Straus	(59)	Dealer in furniture
	Meyer Straus	(21)	clerk in furniture store
	Max Straus	(18)	works in furniture store
	Lewis Straus	(17)	clerk in Commission store
	Aaron Straus	(14)	

8 April 1882 (N) Opening of Monumental Furniture Co.
494 w. Baltimore St. near Pine

26 Jan 1883 (N) Monumental Furniture Co.
494 w. Baltimore St.

4 Jan 1884 (N) M L. Straus & Sons
Max Straus joins firm

12 May 1884 (N) The Monumental Furniture Co. Installment House
494 and 494 w. Baltimore St near Pine

13 May 1884 (N) M. L. Straus & Son
Advertised as the largest, oldest and most reliable furniture house in Baltimore

15 Sept 1885 (N) M. L. Straus & Son
southeast corner of Howard and Saratoga Sts. (swinging sign)

13 Nov 1885 (N) M L. Straus & Sons
ne corner Howard & Fayette Sts

1886 (D) M L. Straus & Sons ne corner Howard and Fayette
furniture and carpet

M L Straus	res. 268 Lexington
Meyer L. Straus	res. 268 Lexington
Max Straus	res. 268 Lexington

Note: 1887 address numbering changes in the city (New and old)

1887 (D) Peoples Installment Co. gentl outfitters
119 n Howard St 40
Monumental Furniture Co. 668 w Baltimo re 494

1889 (D) Monumental Furniture Co. Bennett Hallenstein manager
668 w Baltimore St

1889 (D) The Peoples Installment Co. Gentl outfitters Max Straus manager
119 & 119 1/2 n. Howard

11 Nov 1890 (N) Peoples' Installment Co. general outfitters
119 and 119 1/2 n. Howard
Furniture, carpets and household goods 101 to 105 n Howard

1890 (D) M L Straus & Sons furniture & carpets
101 to 105 n Howard

Martin L. Straus	res. 655 w. Lexington
Meyer L. Straus	res. 655 w. Lexington
Max Straus	res. 655 w. Lexington

1891 (D) M L Straus & Sons furniture-wholesale & retail
(ad at bottom of page)

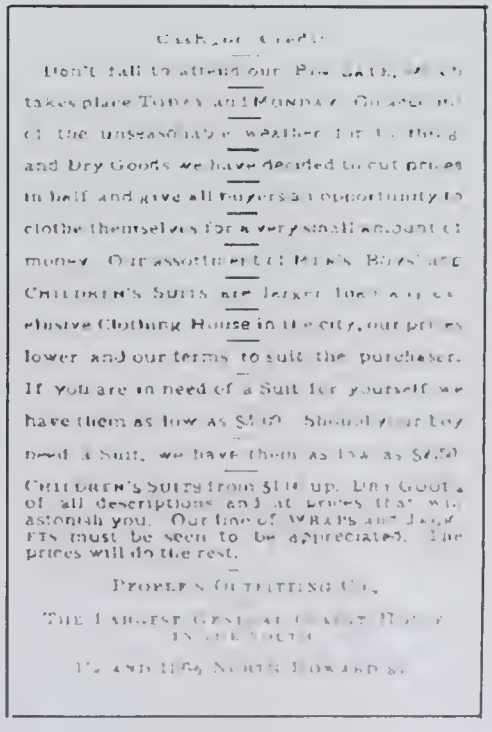
Straus, M L & Sons (Martin L, Mayer L. & Max Straus)
101 to 105 n Howard
(see advt. left bottom margin lines)
furniture and carpets
101, 103, 113, & 115 n. Howard St.

Monumental Furniture Co. Lewis Emerich manager
668 w Baltimore

28 Sept 1891 (N) M L Straus & Sons
101 to 103 n Howard St. and Annex
113 and 115 n Howard St.

18 Dec 1891 (N) Mr. Martin L. Straus dies December 27 at his residence
655 w. Lexington St.
(age 71 years) buried Baltimore Hebrew Congregation Cemetery- Belair Road

30 Dec 1891 (N) Will of Martin L. Straus
wife: Bebet Straus
sons: Meyer L. Straus) executor
Max Straus) executor
brother-in-law Judah L. Wasserman
son: Louis Straus of St. Louis
received 34 shares of capital stock of STRAUS-EMERICH OUTFITTING COMPANY of St. Louis (open 1882-- out of business Nov. 10, 1898) Headquarters St. Louis 1121 to 1125 Olive St.
branches: Chicago, Philda., Washington and Baltimore.
sons: Louis Straus
Aaron Straus
3 daughters underage: Louisa, Rose & Philipena



Don't fail to attend our Big Sale, which takes place Today and Monday. Owing to the unseasonable weather for the Hat and Dry Goods we have decided to cut prices in half and give all buyers a opportunity to clothe themselves for a very small amount of money. Our assortment of Men's, Boys' and Children's Suits are larger than any exclusive Clothing House in the city, our prices lower and our terms to suit the purchaser. If you are in need of a Suit for yourself we have them as low as $3.00. Should your boy need a Suit, we have them as low as $2.50. Children's Suits from $1.00 up. Dry Goods of all descriptions and at prices that will astonish you. Our line of WRAPS and JACKETS must be seen to be appreciated. The prices will do the rest.

PEOPLE'S OUTFITTING CO.,

THE LARGEST CENTRAL CREDIT HOUSE IN THE SOUTH.

119 AND 119½ NORTH HOWARD ST.

April 30, 1892 Sun paper
Baltimore

daughters:
Mary married Henry Hartman
Bertha married Bennett Hollenstein
Rebecca married Alexander Rochhofer

Sept 1892 (N) Aaron Straus successor to M L Straus & Sons

30 April 1892 (N) Peoples Outfitting Company
The largest General Credit House in the South
119 and 119 1/2 n Howard St.
exclusive clothing house in the city- lower prices

10 May 1892 (N) Copartnership Notice- has expired limitions
Partnership between father: Martin L. Straus
sons - Meyer L. Straus & Max Straus
Sold to Aaron their brother
as The Peoples' Installment Company
119 and 119 1/2 n Howard St.
as M L Straus and Sons
101, 103, 113 and 115 n Howard St.
Sold to Emerich & Newberger
as Monumental Furniture Company
no. 668 w. Baltimore St.

1893 (D) Straus Meyer L. furniture
1516 McCulloh
Straus Max 655 w. Lexington
Straus Aaron 101, 103, 113 & 115 n. Howard

15 March 1898 (D) Straus Furniture and Carpet stores
J. Frank employed in this company
(Retail men organization association)

1904 (D) Straus' Furniture and Carpet stores furniture, carpet, etc.
101-103 n. Howard

1906-07 Gazetteer Maryland, Delaware and DC
Straus furn & carpet stores
101 & 103 n Howard

1910 (C) Aaron Staus (45) Merchant Furniture

TIME FRAME FOR THIS MIRROR IS 1898 TO 1907.

STRAUS' FURNITURE AND CARPET STORES,
101-103,
NORTH HOWARD STREET,
Corner Fayette
Baltimore's Largest Cash or Credit House
Furniture, Carpets, Stoves, Refrigerators,, Baby Carriages, House Furnishings,
Pianos, Organs, Sewing Machines, China-ware, Pictures, Rugs, Etc.
LARGE STOCK.. LOW PRICES.
EASY TERM.

Mirror on one side
other side: black lettering on salmon color paper
size: 1 7/8" wide - rolled edges 3/16" thick

STRAUS' FURNITURE AND CARPET STORES.
101-103
NORTH HOWARD STREET,
Corner Fayette,
Baltimore's Largest Cash or Credit House
Furniture, Carpets, Stoves, Refrigerators, Baby Carriages, House Furnishings,
Pianos, Organs, Sewing Machines, China-ware, Pictures, Rugs, Etc.
LARGE STOCK. LOW PRICES.
EASY TERMS.

TIME FRAME FOR THIS MIRROR IS 1886 TO 1892

• • • COMPLIMENTS • • •
PEOPLES
OUTFITTING COMPANY.
117 - 119 - 119 1/2 N. Howard St.
BALTIMORE'S LARGEST CREDIT HOUSE.
Furniture, Carpets, Stoves and House-furnishings: Clothing. Cloaks, Dry Goods and Jewel-ry. We keep everything to furnish you house and clothe your children.
Cash, or Easy Weekly, or. - Monthy Payments.

Mirror on one side
other side: black lettering on green color paper
size: 1 7/8" wide - rolled edges 3/16" thick
variety no. 2
black lettering on salmon color paper

COMPLIMENTS
PEOPLES
OUTFITTING COMPANY,
117-119-119½ N. Howard St.
BALTIMORE'S LARGEST CREDIT HOUSE.
Furniture, Carpets, Stoves and House-furnishings; Clothing, Cloaks, Dry Goods and Jewelry. We keep everything to furnish your house and clothe your children.
Cash, or Easy Weekly, or Monthly Payments.

STRAUS TRADE CARDS

Great Cut in Prices and Terms.

We want your trade, and mean to have it if Low Prices are any object to you, if Fair Treatment is any inducement to you, if allowing you to make your own terms is any object to you—then call on us.

We furnish your Home complete, from cellar to attic, in every grade of Furniture or Carpets, and everything essential to housekeeping.

See our Immense Stock of

Parlor Furniture,
in Plushes, Damasks, Hair-Cloth, Etc.

Examine our Great Variety of

Bedroom Furniture,
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Good Samaritan Hospital Casino Script

by Richard Kaminski

The cultural, literary, commercial and entrepreneur growth of the Baltimore region came through the successful ventures of many important people:

George Peabody, Peabody School of Music
Edgar Allan Poe, Poet and Mystery Writer
Robert Garrett, The Baltimore and Ohio Railroad
Enoch Pratt, Pratt Library
John Hopkins, Johns Hopkins University and Hospital
Henry Herring, Business Ventures ...just to name a few ...

And years later by one of the eight children of John and Anne Lynch O'Neil,
Thomas O'Neil.

The O'Neil family moved from the north central of Ireland known as the "County Cauan" to Baltimore near the aftermath of the American Civil War. It was a time for rebuilding in America and "opportunity" was right for the harvest for those with entrepreneurial courage. Thomas arrived at the age of sixteen and was destined to become a multimillionaire merchant by starting our as an apprentice in a linen shop.

By the age of 33, he entered into a brief partnership, then progressed to establish a store at Lexington and Charles Streets. Rapid growth allowed Thomas to expand his outlets to London, Paris and Dublin while employing as many as 500 people in Baltimore. A portion of business profits were invested in Baltimore real estate providing for his future wealth accumulation.

A dark cloud of smoke arose on Thomas O'Neil's life on February 7, 1904. The Great Baltimore Fire sparked to life in the city and proceeded to desecrate the business district. The fire, whipped by strong winds started to approach the prime O'Neil property. As the flames drew closer, a remarkable event occurred. Legend, although not fully confirmed, indicated the Sisters of the Carmelite Convent, prayed with Thomas for a miracle. (It is very interesting to note that a sister of Thomas was a member of the Sisters of Charity.) The wind changed direction. The fire consumed 1,343 buildings and destroyed a 75 block area but O'Neil's prime investment was spared.

*The following paragraphs are accredited to the information recorded in the historical reference files of the Archdiocese of Baltimore.

"Mr. O'Neil married Roberta C. LeBrou, of Baltimore, in the city Church of the Immaculate Conception, in June 1890. Their home, which was not blessed with children, was located in Corpus Christi Parish, at 1731 Park Avenue. Some hours after attending a mass there on Passion Sunday, April 6, 1919, he suffered a stroke and died that evening. On Wednesday during Holy Week, he was buried from his parish church.
His will, as probated on April 11, proved to be "remarkable". According to a Sunpaper editorial, in the April 12, 1919 issue, his will "crowns his life with peculiar distinction".

An annual dividend was to be paid to his wife, brother and four sisters. He further gave his employees the opportunity to become stockholders and joint owners of his business, with each worker who had two or more years of service gaining a sizable bonus. These arrangements were to take place immediately.

The rest of his bequeath would become available only after his wife passed on. She lived many years as a widow and died in their home in August 1936. Upon her death and the payment of a grant to Loyola College, two thirds of his estate was to become available for the building of a new cathedral in Baltimore, while the remainder was to be devoted to the construction of a hospital."

The new cathredral was built and now occupies the land at 5200 N. Charles Street. The church is named "Cathredral of Mary Our Queen". A stained glass window in the church features the image of Thomas O'Neil.

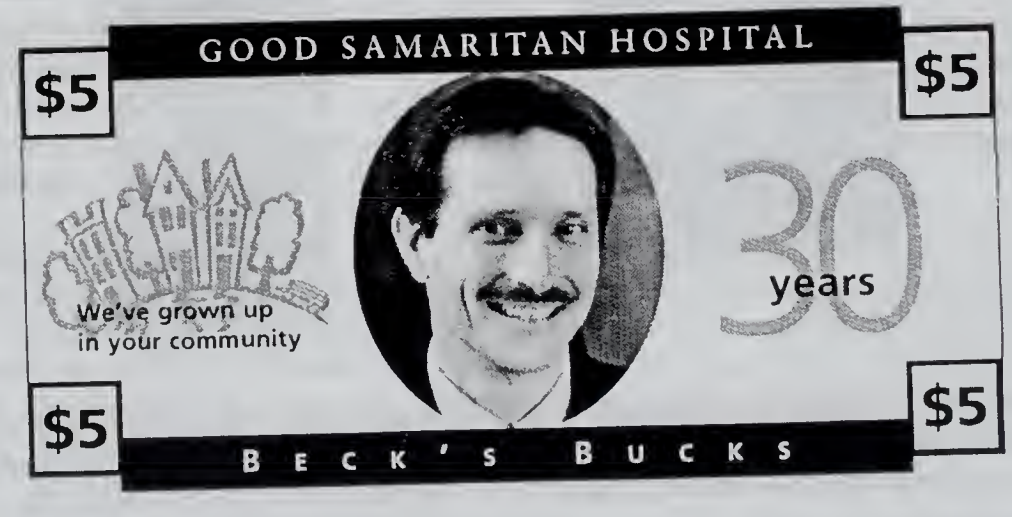
Based on the residual funds which existed after the Cathedral was built, the planning and construction of the hospital began in March 1965, located at the intersection of Loch Raven Boulevard and East Belvedere Avenue. The hospital is dedicated to the vision of delivering "ideal health care experiences for the communities we serve". The hospital has had progressive growth. The various stages were:

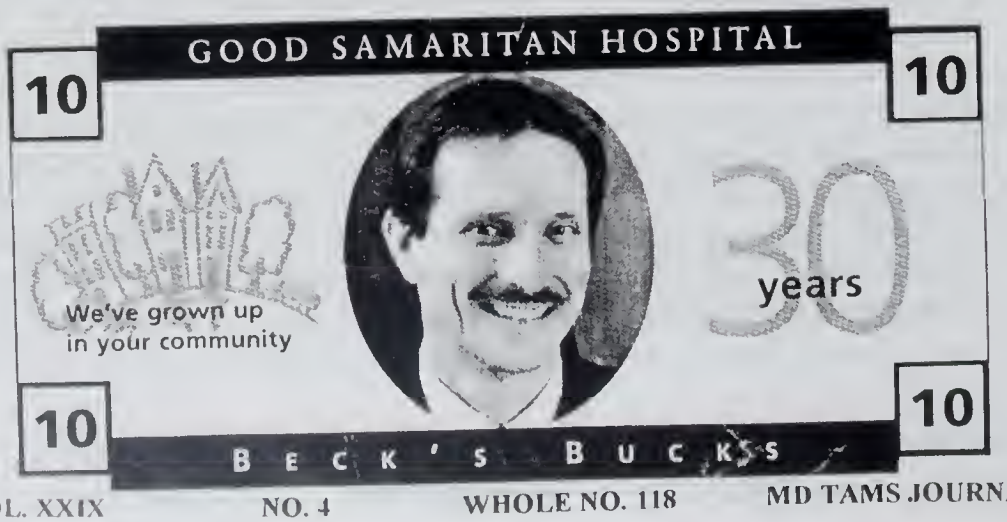
Groundbreaking 1953
Hospital dedication 1968
Established Professional Office Building 1983
Dedicated the Russell Morgan Building 1989
Started Senior Housing 1990
Emergency Room Facility 1991
Nursing Center opened 1992
Health Center 1992
Emergency Center 2003

The hospital celebrated 40 years of service to the community and to maintain hospital funding a celebration in the form of a Casino Social Gaming Event was started. The event prompted the issuance of hospital paper money script to be used in the festivities.

The script consisted of the following items:

(A) $1.00, $5.00 & $10.00 featuring a photograph of Lawrence "Larry" Beck, current President and CEO of the hospital and 30 years of service.





(B) $40.00 Celebrating 40 years and honoring the benefactor

In Good Samaritans We Trust
service
May the Luck O' the Irish be with you tonight as you celebrate Good Samaritan Hospital's 40 years of service to the community! goodsam-md.org
Use this historic O'Neill Note at our Fabulous 40 Casino Night, Founder's Week 2008.
service
TO PROVIDE O'Neill-Style Service & Quality

Thomas O'Neil

Acknowledgements: Donna Thompson – Good Samaritan Public Relations
Jerry Egan – Good Samaritan Human Relations
Archdiocese Records

John S. Mitchell (1848-1907) and his brother Evan Lewis (1845-1926) canned sugar corn in a partnership founded in 1877. Their cannery located near Short Lane (present day MD Route 715) in Aberdeen continued to be operated after their deaths by descendants until 1939.

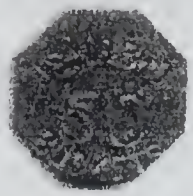
The following quote about John S. Mitchell is taken from an 1889 publication titled *Portrait and Biographical Record of Harford and Cecil Counties Maryland:*

"Those who have engaged in the canning business in Harford County have found it so profitable that without doubt it will soon become a very important industry, adding thousands of dollars to the annual incomes of the people. ...[They] are among the most extensive growers and canners of sweet corn in the county, and that they have found the business remunerative is shown by their present prosperity."

This partnership offered sugar corn under the brand names of BOB WHITE, WHITE OWL, SHORT LANE, HARFORD PRIDE, and CREAM OF SUSQUEHANNA.

There are two token varieties attributed to this partnership. All tokens known to exist appear to be unused.

1) J. S. M. & BRO. / 50 / BUCKETS (incuse)
(blank)
red fibre, octagonal, 23mm



2) J. S. M. & BRO. / 50 / BASKETS (incuse)
(blank)
red fibre, scalloped (12), 25mm

Bernie Bodt R-282

Tokening on the Shore

by George Chevallier LM-25

Throughout the years of token collecting, I have acquired many tokens through various means. Swapping with fellow collectors has been the most rewarding. In the old days, doubles were the bounty of any other collector that didn't have them as long as they had doubles that you could freely select from. The long-gone early collectors that swapped this way are only a memory now that everything has a price attached to it. I still give away my doubles to new collectors that show signs of being in the hobby for the love of it rather than any monetary gain. By doing this, I have cultivated some new collectors here on the Shore, and made some new friends.

As a local historian, the knowledge of tokens is a nice addition to the knowledge found in the local history books. This brings me to tell of the latest token to surface. A local dealer called to tell me of three tokens he bought from a man and wanted to know what they were. They were thick red fiber, 24 mm, and had only the initials WFM incused on them. There weren't any periods after the initials. The main clue he had was from the man he bought them from. The man said they had belonged to his mother. She worked in the office of the W. F. Messick Ice Co. in Salisbury. There is a W. F. Messick & Bro., Allen, MD, listed in R. Lee Burton's book, Canneries of the Eastern Shore. It is Wicomico No. 57 and was in business at least from 1919-1922. Further research in Ed Kee's book, Saving Our Harvest, revealed that W. F. Messick & Bro. is listed in the 1919 Canners Directory. The important piece of research that came out of Ed Kee's book was the fact that the Messick cannery's office was in Salisbury, the place of the W. F. Messick Ice Co. I imagine that W. F. Messick kept the books for the cannery at his ice company office in Salisbury.

So, with some solid research to back up my claim that the WFM token is from the Messick cannery in Allen, MD, I have added a new token to my Wicomico County collection.

This is a token that would have been a Maverick at a flea market if the information had not been available to go along with it. As it is, a good token with good attribution has been added to the list of known tokens. As I've always said about token collecting – a good hobby is one that you spend more time than money in accumulating your collection.

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